

CONVICTS USED ON ROAD BUILDING IN NEW YORK

"New York will put its prisoners to work making brick to use in the construction of state roads," said Gov. Martin Glynn to the great meeting at Carnegie Hall, New York, where the prison labor problem was being agitated. "In this way I will stop the grafting contractors from cheating the state and the grafting politicians from sandbagging the contractors. I am grateful to our friend Governor West of Oregon for coming so far to point out to us here in New York this practical proposition."

Governor Oswald West made a hit before the fashionable audience of New York's best. The Woman's Department of the National Civic Federation, through the good auspices of the National Committee on Prison Labor, has become enthusiastically interested in the problem of the convict, and headed by Miss Maude Wetmore, Miss Anne Morgan, and Mrs. August Belmont, gave a rousing reception to the young Western Governor and the other penal performers.

The movement of the women will find its definite form in the development of a broad educational campaign for practical and definite reforms by the National Committee on Prison Labor, and it is expected that the leading women throughout the country will follow the lead of the New York women.

Governor West told how organized labor had encouraged him in his work of prison reform and had passed resolutions urging the brick-making by convicts; while John Manning, editor of the "Garment Worker," contended that organized labor had been the real prison reformer for fifty years and would back to success the work of the National Committee on Prison Labor with its broad national platform of penal reform if it took another fifty years. Manning challenged the grafting prison contractors and warned the women to beware of the chicanery of a shirt firm with prison contracts which hides under the name of a philanthropy known as the National Free Labor Association. The union man's appeal brought a proffer to help for the National Committee on Prison Labor's program for the governors of New York and Oregon and the Civic Federation passed unanimous resolutions of support and co-operation.

THE NEW HEAD GEAR.
King Midas should have lived in this day. It is the day of ears—those poor benighted portions of humanity's anatomy that womankind at least has been completely disowning for the past five or six years.

Having struggled to success in the gentle art of concealing that she possessed such commodities, having plastered her unruly hair down so securely that it seemed to take on the outline of an earless head, behold Paris

comes out with the edict that ears are to be restored to their own estate. Likewise eyebrows. Moreover, mankind is to be permitted to guess from her appearance that there is something besides a hat or a skimpy coiffure above milady's eyes. For the extremists, there are hats that will permit both ears (think of it!) and both eyebrows and a piece of the forehead to be seen all at once—but they are designed for the really daring, the devil-may-care (if such a title may be permitted). For those who are bashful about showing off all of that at one fell swoop, Dame Fashion has another style to offer—the kind that uncovers only an inch or two of ear and one eyebrow, while the forehead display is put off until such extraordinary exposure shall have become more usual.

Color is Keynote.
In the meantime—
Color is the keynote of the season's chapeaux. The smart black hats that have been enjoying popularity for so long are to be put on the shelf, to be replaced by the giddiest, gaudiest, most colorful creations that the milliners at home or abroad can turn out. And flowers are to be seen everywhere.

There are the dainty little toques completely covered by flowers, the whole effect set off perhaps by a single unobtrusive quill or a stiff pom-pom; there are the wide-brimmed, flat-topped affairs ornamented with wreaths of blossoms, or again with the high bandeau concealed by a burst of vivid posies; and there are the stiff little sailor shapes that, in spite of long wear, will continue to be seen through the summer. This season they also are trimmed with little bunches of flowers, placed here and there, either about the edge of the brim or at the top of the very high crown.

Even as milady must be fat to conform with the demands of fashion, so also must she put on the appearance of great height, at least as far as her hat is concerned.

Ostrich Tips Favorites.
If it balances semi-evenly on her head—a rather rare effect, however—then it must be topped by a bow or plume that reaches from one to two feet above the crown. For the latter the hunt ostrich tips seem to be the favorites, although one still finds gourd feathers and the forbidden aigrettes.

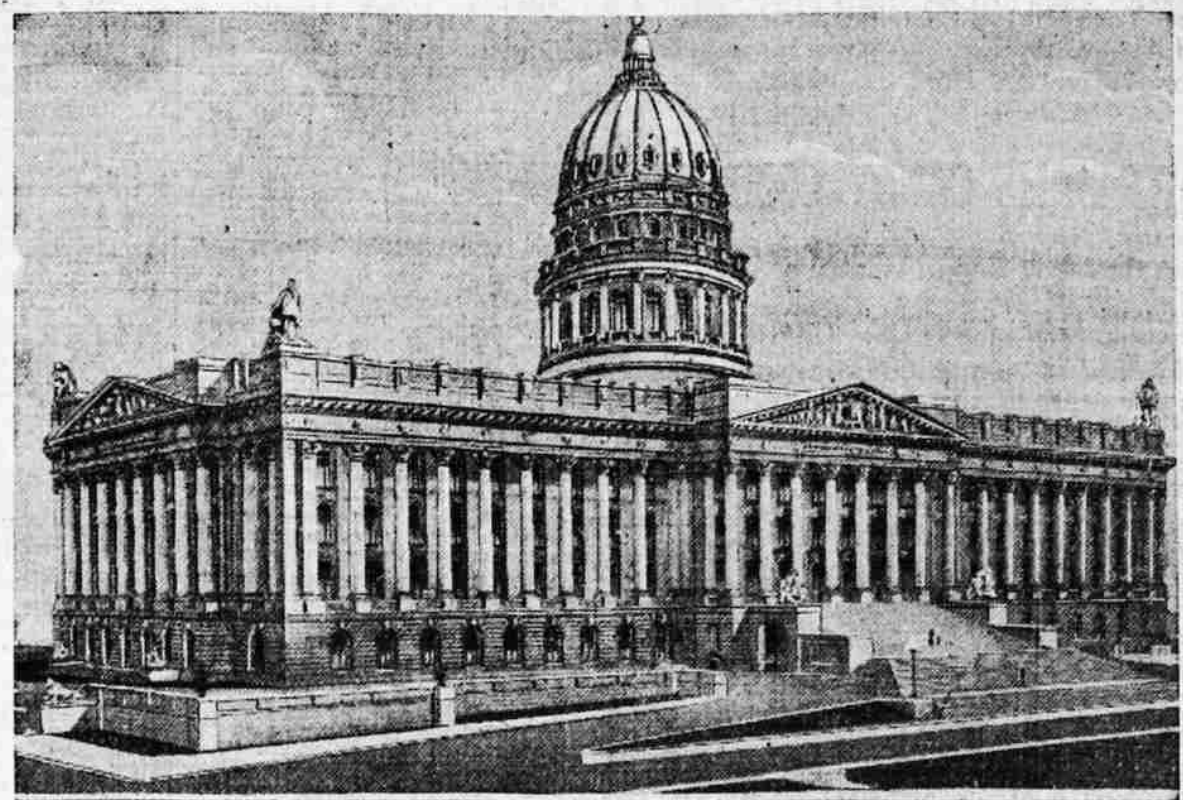
Bows of taffeta or velvet and wings fashioned of the same fabrics are also being extensively used. Moreover, it does not seem to matter at what angle they are placed. They may as readily stand out at right angles to the crown, may point straight to heaven, or may reach directly out at the back, to tickle the features, if not the fancy, of the person to be seated just behind the wearer in the street car.

There is also a ribbon made of fine, flexible straw that will be used on tailored hats. It comes only in black, however, and is frequently the touch that will set off the general color of the hat. Moreover, so popular during the winter, is only used occasionally, and then only in the narrow widths. Satin ribbon is a thing of the past.

To oblige a child to maintain an erect position while writing at a school desk, a German scientist has invented a rod to be attached to a desk, terminating in a cup against the child's chin.

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OLD STYLES IN NEW FASHIONS

Influence of "Directoire"
Shown in Fashion Parade—
Work of Artists in
Royal Setting.

In variety of styles, splendor of color and wonderful textures the spring parade of French fashions which was held at a store in New York this week outmarveled the styles of Les Merveilleux of the Directoire.

Directoire costumes, the real things, were there indeed, to illustrate their influence upon the incoming modes for spring and summer. Five toilets of the kind worn by stately beauties, trained to wear clothes with grace, introduced the parade.

They were made in Paris for the occasion from designs by the artist, M. Pascaud, an authority on the directoire period.

Even to setting, the parade was true to the Directoire influence. It reproduced the Garden of the Palais Royal, from a scene in the play, "Les Merveilleux," which is now being presented at the Theater Varieties in Paris.

Colored Wigs.
Chief among the striking notes of the exposition were wigs dyed to match some part of the costume. These all came from the Paris bureau of the house. And startling as vividly colored hair sounds, it must be admitted that some of these innovations were strangely becoming.

With a rich pink silk gown that was brocaded with big gold designs and combined in waist and sash with blue tulle, there was a soft old blue wig. Another costume was accompanied by a green wig.

The harem veil was another pronounced introduction. It was worn with a striking oriental toilet of citron colored crepe satin embroidered with jet, and the white lace veil that covered the face was woven in pattern, except for an oblong space just over the eyes. Paul Poiret was the author of this toilet.

Pantalettes were there, the dainty lace frills, puffed about the ankles and drooping to the instep, that have been revived from 1857.

A pretty girl, to whom the mincing step and laughing grace of that day came natural, introduced them under a griseotte turquoise taffeta frock, bouffant with draperies to suit the style. The costume was a product of the house of Premet.

Basques falling over full puffed bustle backs were among the revivals of the same period. And some of the old colors of the same day were present. Magenta, vivid as ever, was combined with white taffeta in a bouffant dress in which ruffles of magenta and white alternated the length of the skirt.

The Transparent Waist.
And the transparent waist had a magenta taffeta lining to the bust.

This half-lining is the rule with evening waists, the upper part of the

waist in all cases being transparent. Sleeves, of course, were mostly absent in such blouses.

Among the suits and dresses displayed there were representatives from all the leading Paris houses—Paquin, Beer, Drecol, Callot, Havel, Poiret and all the rest.

Wraps and coats came from such makers as Bernard, Worth, Cheruit and Arnold.

Children's garments were delightfully shown on charming youngsters. And the hats that went with the costumes were from such notable designers as Georgette, Lewis, Reboux and many others. The parade will continue for several days.

Straw Hats "Rakish."
In straws is found a new effect called "liseré," which is somewhat like the glazed straw of last summer. Black and dark blue are the favorites for this variety. Belgian split straw, picot and tagal picot are also being worn, and one sees a good deal of tulle makes both the crown and brim in some of the newest shapes, and there is also a straw lace woven in imitation of Chantilly, Bohemian or the popular shadow laces. The latter, about the consistency of tulle, has the advantage of requiring no wiring to keep it in place.

Whether it be of straw, tulle or silk, and whether it be close fitting or with a semi-wide brim, there is one rule that must be followed in wearing the hats of this summer—they must all be posed at a precarious angle over the right eye, just concealing that optic enough to let the world at large know that there is something more to be seen by "peeking" under the brim.

ROUTES ACROSS THE CONTINENT ARE MAPPED

Transcontinental inquiries received by the A. A. A. Touring Board indicate that many of those who have in mind a journey to the Pacific Coast in 1915 will journey westward over one route and return by a different itinerary. While 1914 will see a greater number of cross-country travelers than in 1913, the total in 1915 promises to be surprisingly numerous and warrants Chairman Frank X. Mudd of the Touring Board to predict that American interstate travel from this time on will count largely in vacation periods of many people who have been in the habit of wearing out tires on foreign highways.

In preparing for a comprehensive transcontinental service, the touring department of the national organization of automobilists has added to its material, until there are now available three complete routes, with a fourth to be added in the Spring of 1915. Of these, the Overland Trail is for about 95 per cent of the way the route of the Lincoln Highway, which will attract a large amount of the cross-country travel.

The fourth new route will start east from Los Angeles and is by far the

longest of the cross-country lines, being via Yuma, Phoenix, El Paso, Fort Worth, Dallas, Texarkana, Little Rock, Memphis, Nashville, Knoxville, Asheville, Greensboro, Richmond, Washington, Baltimore, and Philadelphia, to New York. This transcontinental route will be available throughout the year. Very little difficulty was experienced in its framing, as long stretches of good natural roads were found in Arizona, New Mexico, and Texas. In fact, the one great problem of the A. A. A. pathfinder was to select the "one best way" from the number of options offered at several points, notably east of Phoenix. For the first time the Southwestern and Gulf states will be placed on a through line across lower Arizona, New Mexico, and upper Texas.

The pioneer big route between Chicago and the Pacific coast was the "Trail to Sunset." This quickly made clear that for the San Francisco and San Diego exhibitions in 1915 there would be a great call for other routes, reaching the Pacific Northwest as well as central and southern California. It was therefore decided by the A. A. A. in the early summer of 1912 to undertake the mapping of three complete lines in one season.

Starting in June the northern route through Albany, Buffalo, Cleveland, Chicago, St. Paul, Minneapolis, Fargo, Bismarck, Butte, Missoula, and Spokane to Seattle was covered. The "Northwest Trail" was the first to give details across the continent by the northern route, and to supply specific information, including mileages, for reaching Yellowstone Park from the north or Glacier Park from the south. Equally complete notes were then taken from Seattle through Tacoma, Portland, and Sacramento to San Francisco.

Immediately afterward, the Overland Trail was traveled from San Francisco through Sacramento, Carson City, Reno, Ogden, Cheyenne, Omaha, Chicago, Cleveland, Erie, Jamestown, Elmira, Binghamton, and Kingston to New York.

The third line was laid down to Los Angeles via Philadelphia, Harrisburg, Pittsburgh, Columbus, Indianapolis, St. Louis, Kansas City, Denver, Salt Lake City, Elko, and Goldfield. No data has been set for the publication of these notes, due principally to road conditions in western Colorado and eastern Utah.

To Remove a Glass Stopper.
When the stopper of a bottle has become fixed and will not move, if it is soaked in vinegar for a few hours and then worked gently, it will come away quite easily, and there is no danger of breaking it.

Must Have Died Henry.
Wife—"Henry, you need a rest. Let us go to Bonglong Springs." Hub—"That place! Why, it's only fit for women and fools." Wife—"I know it. Let's go there together."

Real Contrast.
For a real scientific contrast of conversational endurance, just introduce a woman fresh from the hospital to a man with a new automobile.—Duluth Herald.

Read the Classified Ads.